

IN THE CLAIMS

Please amend the claims as follows:

1-9. (Canceled)

10. (Currently Amended) [[An]] A method of recovering electric energy with an
electric energy recovery system in a motor vehicle driven by at least one electric motor,
containing a fuel cell that feeds the electric motor and electrical equipment supplied with fuel
of hydrogen, by a reformer, a fuel flow of which is controlled in accordance with electricity
consumption of the electric motor, and which temporarily produces excess fuel when
consumption of the electric motor diminishes, and containing an energy storage,

the method comprising:

a) [[a]] balancing ~~during~~ which includes calculating a potential electric power that the
fuel cell is capable of instantaneously supplying ~~is calculated~~ in accordance with the fuel flow
produced by the reformer and ~~during which~~ estimating electric powers instantaneously
consumed by the electric motor and by the equipment ~~are estimated~~;

b) calculating excess electric power which is [[the]] a result of a difference between
the potential electric power and a sum of the estimated electric powers consumed;

c) determining instantaneous electric power storage capacity of the energy storage
which is released when the excess electric power is strictly positive;

d) [[a]] storing which is activated when the instantaneous storage capacity is higher
than or equal to the excess electric power, during which the fuel cell is supplied by all of the
excess fuel and during which the excess electric power is stored in the energy storage,
wherein the energy storage includes a fluid container in which the energy is stored in a form
of mechanical energy by a pump that modifies fluid pressure and the pump drives at least one

piece of the electrical equipment that is driven by the electric motor when the energy supplied by the excess electric power is insufficient; and

e) distributing the excess fuel, which is activated when the storage capacity is less than the excess electric power, during which the fuel cell is supplied with a portion of the excess fuel sufficient to reconstitute energy stocks of the energy storage.

11. (Previously Presented) A method according to claim 10, further comprising, between the calculating b) and the determining c), recuperation braking b') activated when the electric power consumed by the electric motor is nil, the electric motor then being capable of operating as an electric current generator, and during which the electric power capable of being produced by the electric motor is estimated and then added to the excess electric power.

12. (Previously Presented) A method according to claim 11, wherein on the storing d) and distributing e) the electric power produced by the electric motor is stored in the energy storage in priority over the excess power produced by the fuel cell.

13. (Previously Presented) A method according to claim 10, wherein a remaining portion of the excess fuel is burned off.

14. (Previously Presented) A method according to claim 10, wherein a remaining portion of the excess fuel is stored in a tank.

15. (Previously Presented) A method according to claim 10, wherein the energy storage includes electric batteries.

16. (Previously Presented) A method according to claim 10, wherein the energy storage includes a heat accumulator in which the excess electric power is stored in a form of heat energy by a compression cooling system.

17. (Canceled)

18. (Currently Amended) An electric energy recovery system in a motor vehicle driven by at least one electric motor, comprising:

a fuel cell that feeds the electric motor and electrical equipment and is supplied with fuel hydrogen, by a reformer, a fuel flow of which is controlled in accordance with electricity consumption of the electric motor, and which temporarily produces excess fuel when the consumption of the electric motor diminishes, and containing an energy storage configured to store excess electric power,

the system regulating the excess electric power, including excess recovered energy produced by the motor and energy supplied by the fuel cell, with aid of surplus reformaté produced by the reformer,

wherein the energy storage includes a fluid container in which the excess electric power is stored in a form of mechanical energy by a pump that modifies fluid pressure and the pump drives at least one piece of the electrical equipment that is driven by the electric motor when the energy supplied by the excess electric power is insufficient.

19. (New) A method according to claim 10, wherein the pump is a vacuum pump configured to drive the at least one piece of electrical equipment and the at least one piece of electrical equipment is a braking assistance system.

20. (New) A method according to claim 10, wherein the pump is an electropump configured to drive the at least one piece of electrical equipment and the at least one piece of electrical equipment is an assisted steering system.

21. (New) A method according to claim 16, wherein the storing includes adding the excess electric power to the heat accumulator when recuperation braking is not activated.

22. (New) A method according to claim 16, wherein the excess power stored in the heat accumulator is energy supplied only by the fuel cell.

23. (New) A electric energy recovery system according to claim 18, wherein the pump is a vacuum pump configured to drive the at least one piece of electrical equipment and the at least one piece of electrical equipment is a braking assistance system.

24. (New) A electric energy recovery system according to claim 18, wherein the pump is an electropump configured to drive the at least one piece of electrical equipment and the at least one piece of electrical equipment is an assisted steering system.

25. (New) A electric energy recovery system according to claim 18, wherein the energy storage includes a heat accumulator in which the excess electric power is stored in a form of heat energy by a compression cooling system.

26. (New) A electric energy recovery system according to claim 25, wherein the excess electric power is added to the heat accumulator when recuperation braking is not activated.

27. (New) A electric energy recovery system according to claim 25, wherein the excess electric power stored in the heat accumulator is only the energy supplied by the fuel cell.